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The Problem of Allied Access to the East Sector of Berlin

Introductory remarks: There is apparently no document available to the Department or the Pentagon which formally instructs American personnel moving in and out of circulating through the East Sector. Berlin is being asked to supply this information. No document concerning French or British attitude is available. However, personnel recently returned from Berlin and well acquainted with procedure have provided the basis for the following.

1. The Present Practice

A. Military Personnel

Military personnel are instructed to wear uniform when entering the Soviet Sector. They are told to refuse any dealings with East German police. If stopped or apprehended they are to ask for a Soviet officer. Their uniform is proof of bona-fide American status.

(At present, several times a week, uniformed, unarmed American patrols, i.e.: 3 soldiers in uniform in any Army sedan "patrol" the East Sector. They observe throughout the Sector and return.)

B. Official Civilians, or Dependents.

Mission personnel so far enter the East Sector without other proof of identity than occupancy of an American official car. They are instructed not to show identity papers to East German police and, if necessary, to ask for a Soviet officer.

C. Civilian Tourists

a. American civilian tourists who have accepted a GDR visa do not concern us here.

b. American civilian tourists who arrived in Berlin by air

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have heretofore

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have heretofore been protected by the Four Power status, insofar as they had free access to any part of Berlin. They were, however, normally not under any instructions by the Mission as to how to behave in case of East German policy confrontation.

D. American Vehicles

(American vehicles with license plates which are considered as giving occupants bona fide American status or protection.)

a. Armed Forces vehicles are distinctively colored and marked with U. S. Army, Navy or Air Force numbers.

b. U. S. Mission Berlin vehicles are black and carry license plates denoting U. S. Mission status.

c. Private vehicles of personnel officially stationed in Berlin carry BEARER-type license plates.

NOTE: German drivers of the U. S. Military or Mission cars in general are covered by the official status of the vehicle.

E. Pedestrians

American pedestrians, or S-bahn or subway riders were not checked prior to the 13th of August. They seem to be also covered by the instruction not to show identity papers. However, in practice, Americans not in an American vehicle have shown East German police their AGO card to establish identity only. If this is not accepted, they are under instructions to ask for a Soviet officer.

NOTE: At one occasion during September 1960, Ambassador Dowling was stopped and did show his identity paper, while traveling in an official car. This precedent was widely discussed.

II. Possible encroachment against Allied access rights as exercised at present.

A. East German Demand that civilian passengers in official vehicles

show

show identity papers.

- B. Demand that drivers show drivers' licenses.
- C. Limiting the points of access.
- D. Demand that car registration papers be produced.
- E. Refusal to admit German drivers of Allied vehicles.
- F. Demand that uniformed personnel show identity documents.
- G. After, and in case we have acceded to the demand to show documents, East German police may wish to take the document elsewhere to check it, mark it or stamp it.

- H. Demand that we open car trunks for checking.

III. Suggested attitude

A. Discussion:

We are confronted with the problem of how far to allow the East Germans to go before denying ourselves access to the Soviet Sector. This hinges on the value we place on exercising our right, the opportunity to convince the Soviets of our firmness with regard to Berlin, the morale of the population and on our determination to maintain this access, once "the squeeze is on".

It is, of course, possible that the Soviets value their access rights to West Berlin, uncontrolled by West German police, sufficiently to instruct the GDR to leave West Allied access to East Berlin unobstructed.

If, however, harassments begin, at what point should we deny ourselves access to the former Soviet Sector, now the "Capital of the GDR"? It seems that showing an identity paper for a civilian is as far as we should go. There is a certain logic in demanding to obtain proof of bona-

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hide Allied status of a person in civilian clothes since an Allied car may be stolen, etc. This is for practical purposes our present position. We should go no further. For example, we should not allow the VOPO to take the identity document to a shack, or to do anything else with it but recognize it. German chauffeurs might have to be identified as Allied-employed personnel and included in this process of self denial of access to East Berlin. We might wish to put them into the category of itras we might give in on, and henceforth drive with Allied drivers instead of locals. Military personnel should not be allowed to show identity papers. Their uniform should be sufficient.

B. Soviet Access to West Berlin

It seems the West holds two small trump cards with respect to Soviet access. The Soviets have two installations in the British Sector: Spandau Prison and their War Memorial near the Brandenburg Gate. They must go there if they want to maintain these installations. We could do anything unto them they let the East policedo unto us. T

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